





# The Daily Gazette.

City of Janesville.

Thursday Evening, July 20, 1863.

Official Paper of the City.



*Forever float that standard sheet—  
Where breathes the foe but falls before us?  
With Freedom's soil beneath our feet,  
And Freedom's banner streaming o'er us!*

## Republican Union State Convention.

A Republican Union State Convention will be held at the Capitol in the city of Madison, at 12 o'clock M., on WEDNESDAY, THE 10th DAY OF AUGUST NEXT, to nominate candidates for state officers to be chosen at the general election in November, and to take such other action as the public welfare shall seem to demand.

The chief public questions now before the country are those relating to the present war, and the proper method of dealing with the rebellion. There is no reason why those who concur substantially in opinion on these subjects should not now act together politically, whatever may have been their antecedents. We therefore cordially invite all electors to unite in the election of delegates to the state convention above, who approve of the following propositions:

That the Union be preserved in its integrity;

That the constitution and laws of the United States be enforced throughout the whole national domain;

That the rebellion be suppressed, not by compromise with or concessions to traitors, but by the sword, whose agency they have themselves invoked;

That the national administration should be heartily and generously supported, in its efforts to put down the rebellion.

Each senator in a assembly district will be entitled to two delegates in said state convention.

The central committee recommend to the district committees that the conventions for the election of delegates be held as early as Saturday, the 8th day of August.

Madison, July 18, 1863.

HORACE RUBBLE, JOHN P. LEWIS,

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JOHN LOCHWOOD, CHAS. ESSLINGER,

J. W. STEWART, J. M. OLLIATT,

W. B. SMITH, State Central Committee.

## Third Assembly District Republican Convention.

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WILLIAM GARDNER, Ch'n.

D. G. O'HEIRY,

A. K. KEITH,

July 20, 1863. District Committee.

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it will be found that the confusion attendant upon the assault in a night of unusual darkness is the true solution. The news from Charleston will be looked for with eager interest until the contest ends in the fall of the rebellious city, which we hope to announce before many days.

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Neither army has accomplished all it intended. Lee's army succeeded in going a few miles only into Pennsylvania, gathering a large amount of spoils and taking them away, but met with such a repulse at Gettysburg, as to prevent the accomplishment of its darling purpose, the capture of Washington. Our own army has valiantly defended the capital of the nation, driven Lee back towards Richmond, and so crippled its powerful enemy, as to end the campaign successfully to itself and disastrous to the enemy. Although the army of the Potomac has not accomplished all that was hoped, it has done well, and received every where, at home and abroad, well-earned tributes of praise for bravery and undaunted perseverance. Intelligence from headquarters indicates a period of inaction, and we presume nothing further will be done by Gen. Meade, except guarding the capital, until reinforced.

## Wheat Crop in Minnesota.

The St. Paul Press says: From every portion of the state, we hear the most cheering reports of the wheat crop. It will be quite as large in most localities as last year, and every farmer pronounces his crop to look "fine." How the actual yield per acre will turn out, it is impossible yet to say, but from the best accounts we have, it seems sure that it will, on the general average, fall but little short in bushels of last year, which was a large yield.

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NEWSPAPER ARCHIVE®

From the Cleveland Herald.  
Capture of John Morgan.

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We have already mentioned the fight that took place at Springfield, between Steubenville and Salineville, on Saturday evening. That fight was in reality a blundering attack of one portion of our own forces upon another portion of the same. A plan had been laid for the capture of Morgan's entire band. The militia were stationed on a hill overlooking a road which Morgan was expected to traverse, and the cavalry and other regular forces were to occupy positions that would have enabled them to surprise and "bag" the entire rebel command. As the 9th Michigan cavalry, under Major Way, were moving along the road to take up the position assigned them, they were mistaken by the militia for the rebels, and were fired into. This of course compelled the cavalry to fall back, and before the error could be retrieved, Morgan and his forces had escaped.

General Brooks, commanding the department, had gone to Wellsville and established his headquarters in the Cleveland & Mississippi depot, where he was assisted by the managing officers of the road, who had placed the transportation and telegraphic resources of the road at his disposal. Finding that there was a probability that Morgan would cross the road in the vicinity of Salineville, a train of cars was sent up the road about six o'clock Sunday morning, with a regiment of six months Pennsylvania infantry, under command of Col. Gallagher. These were disembarked at Salineville, and marched to a point about two miles distant, where the rebels were expected to cross. The infantry were posted on some rising ground commanding the road, with orders to prevent Morgan's passage.

At this time the utmost alarm existed among the people of Salineville. The houses were closed, doors and windows locked and barred, and women and children stampeding into the country with whatever portable property could be carried along. The men who had weapons and courage turned out to resist the progress of the dreaded rebel, whilst all the others fled with the women and children.

In a short time the expected rebels made their appearance, coming around a bend in the road. On coming in sight of the infantry they halted, and turned their horses' heads in another direction. Before they could get out of the trap they found themselves in, Major Way, with two hundred and fifty men of the 9th Michigan cavalry, dashed among them and commenced cutting right and left. The rebels made but a brief resistance. A few shots were fired by them, and then the whole party broke in utter confusion. The scene that followed was ludicrous, and could only be matched by the previous stampede at Buffington Island. Men dismounted, threw down their arms and begged for quarter, whilst others galloped wildly in search of place of escape, and were "brought to time" by a pistol shot or a sabre stroke.

Morgan himself was riding in a carriage drawn by two white horses. Major Way rode him, and, galloping up, reached for him. Morgan jumped out at the other side of the carriage, leaped over a fence, seized a horse, and galloped off as fast as horse flesh, spurred by frightened heels, could carry him. About a couple of hundred of his men succeeded in breaking away and following their fugitive leader. In the buggy thus hastily "evacuated" by Morgan were found his "rations," consisting of a loaf of bread, some hard boiled eggs, and a bottle of whisky.

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About two o'clock in the afternoon these various detachments closed in around Morgan in the vicinity of West Point, about midway between New Lisbon and Wellsville. The rebels were driven to a bluff, from which there was no escape, except by fighting their way through, or leaping from a lofty and almost perpendicular precipice.

Finding themselves thus cooped, Morgan concluded that "desecration was the better part of valor," and "came down" as gracefully as the coon did to David Crockett.—He, with the remainder of his gang, surrendered to Col. Shackelford, who was well acquainted with the redoubtable "John," and is said to be a distant relative.

The prisoners were brought back to Wellsville, where their arrival caused great excitement. Morgan retained his side arms, and moved about freely, although always accompanied by Col. Shackelford. Last night (Sunday) Morgan and his staff slept at the Whitaker House, in Wellsville, and at 3 o'clock this morning they, accompanied by Col. Shackelford and his staff, left on the regular train for Columbus. Later in the morning a special train was to be sent to Columbus with the remainder of the prisoners and their guards.

The militia are constantly bringing in to the line of road stray prisoners, picked up in the country. The hills are swarming with armed men hunting for fugitive rebels.

Nine of Morgan's party were brought to Bayard Station this morning, whence the Indians on our frontier will be all that remains to fight.

HALIFAX, July 29.

The brig Devonshire, with Bermuda dates to the 21st of July, arrived to-day.

The private Florida arrived at Bermuda on the 16th to repair damage to machinery and take in coal. She anchored at first outside, and on the following day was allowed to enter the harbor. She saluted the British flag, and the salute was returned.

Morgan himself appeared in good spirits, and quite unconcerned at his ill-luck. He is a well built man of fresh complexion and sandy hair and beard. He last night enjoyed for the first time in a long while the comforts of a sound sleep in a good bed, which was some compensation for his otherwise bad luck.

Five companies of Pennsylvania cavalry

had been loaded upon the cars of the Cleveland and Pittsburgh road at Pittsburg on Sunday afternoon, to take part in the

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CARNO, July 29.

Special to Chicago Journal—I have just received the following from Jackson, Miss., dated July 20th, 1863:

Col. Busby, chief of cavalry of General Sherman's army, has just returned from a most brilliant expedition to Canton, Miss., and beyond. At Canton, on the 18th, he met Jackson's rebel cavalry division, 4,000 strong, with three pieces of artillery. After a severe engagement he drove them across Pearl river.

Our force consisted of 1,000 of Busby's cavalry, and 1,000 infantry, commanded by Colonel Wood, of the 7th Ohio. They destroyed the railroad bridge over the 22d with considerable oil, and would ship it home by a British vessel.

BOSTON, July 29.

Dr. King writes to the Traveller from Athens, Greece, under date of July 4th, as follows: I am now in the midst of civil war. Party spirit and love of rule have at length divided the soldiers and citizens into two hostile bands. In the streets and squares of the city blood has been flowing for two days.

On July 1st and 2d the battle was incessantly raging and the sound of guns and cannon told us that the word of death was going on.

Yesterday, July 3d, through the intervention of the ministers of the three protecting powers, France, England and Russia, a truce of 48 hours was proclaimed, which will end to-night or to-morrow, and the above named ministers have proclaimed that if fighting should commence during the time of the truce, they will all leave the city, go on board ships, and invite all under their protection to go also, and cut off all connections with a country from which trust patriotism seems to be forever exiled.

MILWAUKEE, July 29, 10 A.M., via Cinc., July 29.

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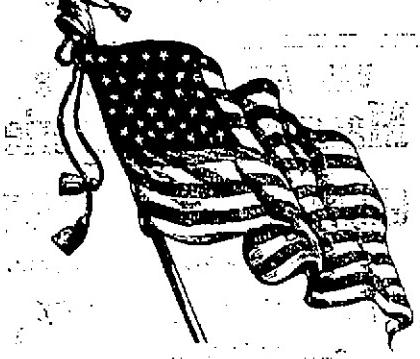
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Morgan's men were poorly dressed, ragged, dirty, and very badly used up. Some of them were remnants of gray uniforms, but most of them were attired in spoils gathered during their raid. They were very much disengaged at the result of their raid, and the prospect of affairs generally.

Morgan himself appeared in good spirits, and quite unconcerned at his ill-luck. He is a well built man of fresh complexion and sandy hair and beard. He last night enjoyed for the first time in a long while the comforts of a sound sleep in a good bed, which was some compensation for his otherwise bad luck.

The papers seem with communications favorable of the craft, officers and crew. Since the advice of the 17th, the Florida has destroyed twelve other vessels; the names of only one is given, the brig Wm. D. Nash, of Cherryfield, bound from New York to Marseilles, with lard, mostly on French account. She was captured on the 8th, in lat. 40°, long. 70°.

The Florida lately ran within 50 miles of the shore and the shoals.

In the case of death at Cincinnati, tried and sentenced to death at 12 o'clock M., arrived to-day. The privateer Florida arrived at Bermuda on the 15th to repair damage to machinery and take in coal. She anchored at first outside, and on the following day was allowed to enter the harbor. She saluted the British flag, and the salute was returned. A considerable interchange of civilities has taken place between the officers of the Florida and the shore.

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# LOCAL DEPARTMENT.

Arrival and Departure of Mail

At the Janesville Post Office, from and after May 4th, 1863:

Arrive, Close, Depart  
11 A.M. 6:30 P.M. 7:15 A.M.  
Chicago, through, 12:45 P.M. 1:15 P.M. 2:27 P.M.

Chicago & N.W. North, 2:22 P.M. 2:30 P.M. 3:30 P.M.

Milwaukee through, 2:15 P.M. 2:30 P.M. 3:30 P.M.

Milwaukee, 3:30 P.M. 4:15 P.M. 5:15 P.M.

Madison and Waukesha, 10:30 A.M. 2:15 P.M. 3:15 P.M.

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Eastern mail, via Detroit, 2:15 A.M. 11:10 A.M. 12:30 P.M.

Overland mail to Milwaukee arrives Mondays, Wednesdays and Fridays at 7 A.M., and departs Tuesdays, Thursdays and Saturdays at 1 A.M.

Oreland mail to Madison departs Mondays, Wednesdays and Fridays at 1 P.M., and arrives Tuesdays, Thursdays and Saturdays at 6 P.M.

Oreland mail to St. Paul departs Tuesdays and Fridays at 1 A.M., and arrives Wednesday and Saturday at 6 P.M.

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From the Eighth Regiment.

Capt. King and Sergeant D. H. Slosson, of company G, arrived in town yesterday.

Capt. King has been in hospital at Memphis for some time. Sergeant Slosson is directly from the regiment, which was at Black river bridge, when he left on the 22d inst, but were to move that morning to Messenger's Ferry, on the Black river, not far from the bridge. It is intended to make this their summer camp, and they will probably remain there for some time.

Their location is about twelve miles from Vicksburg, and there is daily communication to the latter point. Friends will be able to communicate with them easily, either by mail or express. Sergeant Slosson says that the condition of company G is about as follows: The aggregate of the company is now about 50; the morning before he left, 26 men reported for duty; some six or eight were on detached duty, the remainder were sick in quarters. Very few of them were so ill as not to be able to work, and were mostly sick from slight causes. There has been no recent death in the company, except that of Sergeant Whittier, whose loss is greatly regretted by all. The company is now in command of Lieut. Doty; Lieut. Sargent is provost marshal of the post of Black river bridge. The regiment is under command of Maj. Britton; and its condition, in a sanitary point of view, is similar to that of company G.

We hope now, after their arduous marches and glorious and successful campaign, they will have a period of repose, when they will be ready to achieve, with their comrades in arms, new victories. We learn that the boys were never in better spirits, and are not tired of the war, but are determined to fight until the last rebel surrenders and acknowledges the old flag.

BOY LOST OR TAKEN AWAY.—On Tuesday the 29th inst., a boy by the name of George Carlin, eight years old, left his home two miles south of this city, and has not been heard of since. He has a full face, dark hair and eyes. Any information concerning his whereabouts will be thankfully received by his grandmother,

d&wlt WINIFORD ANN PICKERING.

OFFICE OF JAY COOK,

General Subscription Agent

FOR 5-20 LOAN,

No. 114 South Third St., Philadelphia.

NATIONAL BANKING ASSOCIATIONS,

COMMUNITIES, and CAPITALISTS now contem-

plating the formation of National Banking Asso-

cations, under Secretary Chase's Bill, passed at the last session of Congress, are reminded that the 5-20 loan, now for a limited period to be obtained at par, must be paid off the 5th of August to withdraw from the market.

The improved condition of Military affairs and the constant succession of victories, together with the completion of a large amount of public works, and the diminution of the cost of living, render the 5-20 loan a most attractive investment, but, all active. It is possible that the Secretary of the Treasury may receive subscriptions to the 5-20 Loan for a longer period, should it be necessary to delay the payment of the principal for a longer time, with funds to be used to meet the present wants of the nation, and to meet the expenses of the war, and to meet the interest and principal payables in GOLD, and at par.

It will afford me pleasure to furnish full information

regarding the formation of the National Banks and

the 5-20 loan, and to furnish all the information

relative thereto will be furnished, at Washington, on application to Hon. Hugh McCullough, Comptroller of the Currency, or to the undersigned,

JAY COOK,

SUB-CHIEF AGENT FOR 5-20 LOAN,

114 South Third St., Philadelphia.

Bonds can be obtained through the Rock County

Banks, who are Agents for the 5-20 Loan.

Jay Cook.

EATING SALOON & RESTAURANT.

Next Door to Post Office.

We have taken and fitted up in a commodious and

pleasant style an Eating Saloon and Restaurant

at the corner of Main and Wisconsin Streets, opposite the Merchants' Hotel, where we will furnish at any time a good meal and keep on hand all the usual articles

appertaining to a first class eating saloon.

Every Variety of Game

will be served during the season.

The location and conveniences of this saloon are su-

perior to any other in the city, and it will be always well stocked, and every article called for will be supplied.

And we concur in what we have to offer to those who call.

A choice stock of Ales and Liquors always on hand.

H. & F. RICHARDS,

Proprietors.

Janesville, July 6th, 1863.

Important to Cane Growers!

The subscriber having obtained the right to manu-

facture Neal's Patent Evaporator,

for the state of Wisconsin, respectfully invites all per-

sons to call at his shop and examine this wonderful

special instrument from an experienced

syrup maker from Ohio.

Shop over Dahn & Carlo's store.

J. H. HUNTER,

July 17th, 1863.

M. ISMITH and Children's Barber Shop, at

515 Main Street, Janesville.

NEWSPAPER ARCHIVE®

NO CHANCE FOR DISSATISFACTION.—DeLand & Co authorise those who sell their goods to tell purchasers to use one half of a paper of their Chemical Salvarsan, and then if they are not entirely satisfied with its superiority over Soda or any other brand of Salvarsan, to return the balance and get the money for the whole refunded. This Salvarsan is perfect, therefore they are willing to let it stand or fall upon its own merits.

1863. April 20th.

CHICAGO, Thursday, 12:45 P.M. 1:15 P.M. 2:27 P.M.

CHICAGO & N.W. North, 2:22 P.M. 2:30 P.M. 3:30 P.M.

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J. H. HUNTER,

July 17th, 1863.

M. ISMITH and Children's Barber Shop, at

515 Main





1862

Milwaukee &amp; Prairie du C. Railway.

SPRING ARRANGEMENTS.

Trains leave Janesville as follows:

For Prairie du Chien	1:45 A.M.
Milwaukee	2:20 P.M.
Monroe	2:45 P.M.
Traffic arrive at Janesville, as follows:	
From Milwaukee	2:15 A.M.
" Madison	1:45 A.M.
" Monroe	1:40 P.M.
"	10:30 A.M.

WM. B. STRONG, Agent.

Chicago &amp; Northwestern Railway.

SPRING ARRANGEMENT.

On and after Monday April 20th trains leave Janesville:

Going south	7:00 A.M.
" "	2:20 P.M.
" night	11:15 A.M.
Going north	12:30 P.M.
Freight going south	4:15 P.M.
" "	4:30 P.M.
" going north	2:30 A.M.

Tickets for Berlin, Beaver Dam, Portage City, Waukesha, La Crosse, St. Paul and all points north west; for Beloit, Rockford, Fond du Lac, Milwaukee and points west; tickets for all principal points east and south, as well as the passenger depot.

H. E. PATTON, Agent.

Galena and Chicago Union Railroad.

SPRING ARRANGEMENT.

On and after July 8th, 1862, trains will leave and arrive as follows, Sundays excepted:

Day Express leaves Evansville for Chicago, 8:20 A.M.

Day Express arrives at " from " 4:35 P.M.

Both trains connect with the New York and Boston express train, each day, and all trains leave east and south. Also connecting with the New York and Boston express train, at Waukesha, Beloit, Rockford, Fond du Lac, and at Janesville, the Milwaukee, Prairie du Chien and all points of the Milwaukee and Mississippi R.R. Direct connections are made at the Junction of H. E. &amp; G. &amp; G. Burlington, Quincy, Milwaukee and at Janesville. Tickets can be procured at the office of this company at Janesville.

All trains will leave daily, except Sunday.

A stage will leave from the Lyman House, at 8:30 A.M., connecting with the Milwaukee, Atchison, Topeka and Santa Fe at 8:30 A.M. and arrive at Janesville at 4:30 P.M.

W. ABEL, Agent.

Michigan Central Railroad.

GRAND CENTRAL ROAD TO NEW YORK, NEW ENGLAND AND THE CANADA.

ON and after Sunday, April 19th, 1862, trains will leave the Great Central Depot, foot of Main street, as follows:

7:30 A.M. Day Express (except Sunday) arrives at Rockford, 10:30 A.M.; Indianapolis, 12:30 P.M.; Albany, 3:30 P.M.; New York, 8:15 P.M.; Boston, 11:15 P.M.

7:15 p.m. Night Express (except Sunday) arrives at Detroit at 10:30 A.M.; and at noon; at Milwaukee, 2:30 P.M.; Chicago, 4:30 P.M.; New York, 7:30 P.M.; Albany, 10:30 P.M.; and express to Boston, 11:15 P.M.

Cincinnati Train, via Michigan Central Railroad, leaves Chicago at 7:30 A.M. each day; 7:15 p.m. fast express.

7:15 p.m. train leaving Chicago runs through to Cincinnati without change of cars or baggage.

"Kuttau Patent Ventilators" on cars of day express trains.

"Kuttau Patent Ventilators" on cars of night express trains.

Baggage checked through.

Through Tickets for all the principal railroad offices in the west, the Old Central Office, corner Lake and Dearborn, and offices (under the Trunk Line), Chicago, and at the Depot.

H. N. RICE, General Sup't.

H. C. WATKINS, Gon' West'n Pass. Agt., Chicago.

dol'dit

New York Central Railroad.

CONNECTS at Albany with Western &amp; Albany Northern Railroads for Boston and points in New England, and with the New York Central.

With more extensive route to the West.

This road makes direct and close connection at Chicago with the Michigan Central and Concordia for the Wisconsin Bridge, and with the Milwaukee Southern road, with connection to Buffalo.

Freight checked through from Chicago and all Principal places in the Northwest to New York and Boston, and all Principal places in the East.

Far as Low as Any Other Route.

Tickets for sale at all the principal Ticket Offices in the West, and at the Comptons, 108 of Clark Street, opposite the Sherman Hotel, Chicago.

ALLEN BUTLER, Buffalo, Gen. Pass. Agt.

W. A. MURRAY, Chicago, Gen. Western Agt.

Gen. Passenger Agt.

spcl'dit

Illinois Central Railroad.

CHARGE OF TIME. 1862

ON and after Sunday, April 19th, trains will leave from the Great Central, and connect in the two-fold view, being the Chicago and Milwaukee, and the Milwaukee and St. Louis.

This road makes direct and close connection at Chicago with the Michigan Central and Concordia for the Wisconsin Bridge, and with the Milwaukee Southern road, with connection to Buffalo.

Freight checked through from Chicago and all Principal places in the Northwest to New York and Boston, and all Principal places in the East.

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spcl'dit

New York &amp; Erie Railroad.

Great Broad Gauge, Double Track and Telegraph Route to NEW YORK, BOSTON.

And all Eastern Cities, connecting with the Great Western United States Mail.

GRAND TRUNK RAILWAY leaves Dunkirk daily, on arrival at all stations on the Lake Shore Railroad, from Cleveland, Cincinnati, Toledo, Chicago, Milwaukee, St. Paul, St. Louis, &amp;c., and run through to New York without change.

Trains running cars through from the lakes to New York City. Splendid ventilated sleeping Cars run on every train.

Baggage checked through.

Cars always as fast as by express.

Boston passengers and the baggage transferred free in New York.

Particulars and call for "Tickets via. Dunkirk, and the New York &amp; Erie Railroad," are sold at the New York &amp; Erie station in the west.

This road affords facilities for shipment of Freight, and to any other route.

An Express Freight Train leaves New York daily, making close connection through to Albany, and quick time than ever before, for any route.

For Freight Cars, equipt of, O. Ottman, 241 Broadway, New York; John S. Dunley, 16 State Street, Boston, Mass.; or Jacob Foy, freight agent, 44 Clark Street, New York, under the new Standard Rates.

J. S. DUNLEY, Northwestern Agt.

Gen. Passenger Agt.

spcl'dit

United States Mail!

ONLY WEEKLY LINE.

To London, Glasgow and Liverpool.

And all the principal cities of Great Britain and the continent of Europe, calling at London, Ireland, France, &amp;c.

THE MONTREAL MAIL &amp; OCEAN STEAMSHIP COMPANY'S first class, full power, Clyde built steamers, in iron and wood, carrying men, women and children.

G R A N D T R U N K R A I L W A Y of Canada, carrying the United States and Canada mail and passengers.

McMaster, North Briton, Grange, &amp; Co., Montreal.

Anglo Saxon, &amp; Co., Montreal.

North American, &amp; Co., Montreal.

Canadian, Graham, &amp; Co., Montreal.

Hibernian, &amp; Co., Montreal.

Norwegian, &amp; Co., Montreal.

Quaker, &amp; Co., Montreal, and most comfortable sea passage.

From Chicago, London, Glasgow, Liverpool, &amp;c.

Boston, according to State Room, \$31 and \$10.

Mortor, 1st class, good for 6 mos., 185 and 212 Steamer.

Certificates are issued for bringing out passengers from all the principal towns of Great Britain and Ireland, by the above steamers or sailing vessels, at very reduced rates.

For passage or passage apply to the company's general agent, Jas. W. Parker, 19 Water St., Liverpool, Cork and Dublin, and 29 Broadway, New York, or to JAMES WARRECK, Grand Trunk Railway Office, April 19th, 1862.

W. K. MURRAY, Gen. Pass. Agt.

spcl'dit

Great Western Railway Company's EXPRESS FREIGHT LINE.

Great Western, New York Central and Connecting Roads.

E. &amp; W. &amp; W. &amp; W.

CONTROLLED and operated by the Roads along the line.

General Freight and Ticket offices, corner of Law Dearborn streets, "Via Suspension Bridge."

Merchants visiting the east are requested to call at the Company's Freight and Ticket offices for bills of Lading, Tickets, &amp;c.

The 1st, 2nd, 3rd, 27th Broadway, New York, Oct. 1st, 1861, 21 State St., Boston; Julius B. Minot, general agent, Buffalo; A. McMillan, agent, Superior bridge; W. J. Speer, agent, Detroit; W. H. Williams, agent, Chicago and Dardanelles, Chicago, March 14th, 1861.

marldit

Chicago &amp; St. Louis Railroad Line.

ONLY road to St. Louis, Birmingham, Springfield, and St. Paul, charge of cars, also direct connection for Prairie du Chien, Janesville and Quincy.

Two passenger trains leave Chicago Daily, as follows:

Morning Express, at 6:30 A.M.

Evening Express, daily, through in twenty-four hours.

B. B. MASON, Sept.

WESSEX, Gen. Freight Agent.

spcl'dit

PRINTING!

SPRING ARRANGEMENTS.

If you want to make every dollar count, get your printing done at the

DAILY GAZETTE

Job Office,

LAPPIN'S BLOCK.

WEBSITE,

Main Street, Janesville.

SINGER &amp; CO.'S STANDARD MACHINES

Well known to be the best for Manufacturing Purposes:

No. 1, Standard Shuttle Machine, formerly

held at \$90.

Reduced to \$70.

No. 2, Standard Shuttle Machine, formerly

sold at \$100.

Reduced to \$70.

Singer's Letter A Machine,

The best machine for Family Sewing and Light Manufacturing purposes; Price, with Hammer, and Beautifully constructed.

FIFTY DOLLARS.

The Nos. 1 and 2 machines are of great capacity and application for manufacturing purposes. Our No. 2 machine is especially adapted to all kinds of light and heavy work.

LEATHER WORK,

Leather Goods, Boots and Shoe Making. Has tools, dies, needles, etc. They are of extrinsic, with an arm long enough to take under it, and stitch the largest size dress. There is scarcely any part of a garment that can not be stitched with the said shuttle machine, excepting that which cannot be stitched with the needle and thread.

The leather used is of the finest quality, and the leather is of the finest quality.

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